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A Comprehensive and Complete
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NEWS OF THE FAR EAST
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Hongkong Daily Press.

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No. 15,936. 號六十三百九千五萬一第 日二初月四年元統宣 HONGKONG, THURSDAY, MAY 20TH, 1909. 四拜禮 號十二月五年九零百九千一英港香 I E, \$3 PER MONTH.

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[a40-1]

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SPECIAL MENU.

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Hongkong, 18th May, 1909. [a692]

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PORTLAND CEMENT.

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Hongkong, 29th April, 1908. [a1647]

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1.45 p.m. to 2.15 p.m. Every 10 minutes.

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Hongkong, 1st April, 1909. [549]

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Hongkong, 19th May, 1909. [a33]



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Hongkong, 15th April, 1909.

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[a32]

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[a31]

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Hongkong, 6th May, 1909. [710]

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NATOR SETS; Output, 60 Amperes

at 2100 Volts. The Sets comprise Vertical

Compound Medium speed Engines, 255 revolu-

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direct coupled to Alternators by Messrs.

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ONE HORIZONTAL COMPOUND JET

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Hongkong, 23rd April, 1909. [649]

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[563]

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Paid-up Capital ... 687,500 0 0

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Hongkong, 21st July, 1908. [1019]

DR. M. H. CHAUN.

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From the University of Pennsylvania, U.S.A.

Hongkong, 17th April, 1907. [415]

SIEN TING

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GENUINE AGE

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GUINNESS' STOUT
IN PINTS AND SPLITS.A. S. WATSON & CO.,
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Hongkong, 26th April, 1909.

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.
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BIRTH.

On the 18th April, at Folkestone, the wife of
ANDREW POHNS, of a daughter. [75]

HONGKONG OFFICE: 10A, DES VOGES ROAD
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MAY 20TH 1909.

WE do not know whether the public has been as satisfied as doubtless it has been interested in reading the defence of the Railway Estimates published in our columns yesterday under the signature of Mr. MURRAY STEWART as Chairman of the Hongkong Branch of the China Association. The members of the Committee we are told "have no valid reason to suppose" that the cost of the actual work done is excessive, and this being so, they protest against the advocacy of the belief that there has been gross mismanagement in the construction of the British section of the Kowloon-Canton Railway. In the opening paragraphs of the letter it is mentioned that the prevalence of this impression is indicated by certain Press comments upon His Excellency the Governor's speech in Council on the increased estimates. So far as we may be concerned in this comment we have only to say that we move not, and do not feel competent to assert, that there has been any "gross mismanagement" in the construction of the line. We do think, however, that when the estimated cost of the construction of the line is more than doubled a prima facie case exists for a searching enquiry into the causes in the interests of the community which has to pay the bill. We are somewhat reluctant to enter upon a criticism of Mr. MURRAY STEWART's defence of the estimates, but as this defence appears to us to

conflict in several important particulars with statements made in Council by His Excellency the Governor, we deem it to be in the public interest to make some further reference to the matter.

First, however, we would like to make an observation or two upon Mr. STEWART's somewhat airy statement that it is a common experience in such undertakings that the estimates are exceeded. We know that to be a fact in several cases where the undertakings have been entrusted to the Crown Agents for the Colonies; but can Mr. STEWART produce, apart from these, any instances where the cost of constructing a short line of railway has been more than double the amount of the original estimate? With the defence of the constructing engineer the community has been made acquainted. It would now be interesting to learn what the Consulting Engineers have to say on behalf of the engineers whom they sent out to make the preliminary survey and the estimate which has proved so hopelessly inadequate. Mr. STEWART writes: "How rough an estimate it was [that Mr. BRUCE made] may be gathered from His Excellency's comment in relation to the earthwork. He said it is difficult to know exactly what rate Mr. BRUCE had calculated at, because no drawings or calculations of quantities and rates were supplied with the estimates." On this we may remark though these drawings and calculations were not supplied, it does not follow that Mr. BRUCE's estimates were not made on a careful calculation of rates and quantities. It is not said in the extract quoted that the estimates were not based on calculations of quantities and rates: it is merely said that Mr. BRUCE did not supply these to the Government. The original estimate set out how much was estimated for earthwork, how much for tunnels, for bridges, for the permanent track, and so on, and in the absence of any statement to the contrary, the estimate has to be accepted as one by which, in the opinion of the experienced expert, who made it, and the Consulting Engineers who approved it, the Colonial Government could safely be guided.

Mr. STEWART in his letter makes much of the fact that "the alignment which Mr. BRUCE proposed [between Lokloha and Tai-po], and on which this rough estimate was based, had subsequently to be altered because the typhoon of September 1908 showed the shore edge to be unsafe." Mr. STEWART proceeds to explain that "the change of alignment, removing the track out of reach of the sea, entailed much heavy cutting not contemplated by Mr. BRUCE, and the boring of three additional tunnels, of which that undertaken at Tai-po is in itself a considerable enterprise." The inference to be drawn from the statement is that this new alignment was responsible for an enormous increase in the cost of the line. Now, on this point His Excellency the Governor in a report he made to the Legislative Council on February 6th 1908 said: "The alterations which I have described in the alignment of the railway, I am assured, involve no extra cost whatever, and the Chief Resident Engineer says he is perfectly certain that the Consulting Engineers will bear him out of this statement." What are we to make of these two contradictory assertions—that of the Chairman of the local branch of the China Association—and the statement in His Excellency the Governor's report? We have been told that His Excellency's statement conveys an imperfect impression, by reason of its brevity, and that what was really meant was that the new alignment would cost no more than the old when account is taken of the additional expenditure the typhoon experience had shown would be necessary in constructing the line along the sea shore. That may be so, but in the statements on the railway laid officially before the Council not one word has ever been said about "the several lessons taught by the typhoon of September 1908," and the only references we can find to the alteration of the alignment rather suggest that the change was decided upon before the typhoon occurred. The Chief Resident Engineer arrived six months previously and His Excellency the Governor informed the Council that "on arrival, the Chief Resident Engineer, after making a detailed survey, decided to run the line from the neighbourhood of Shatin to Tai-po somewhat more inland than had been arranged in Mr. BRUCE's." What the Chief Resident Engineer himself said on the subject in his report to 31st December, 1907, was simply this:—"The original alignment was very far out in the sea, enclosing large tidal areas. The bridges necessary for letting the water out would all have to be founded on wells which would have been very costly requiring a large amount of plant." There is nothing in this statement to suggest that Mr. BRUCE had not calculated upon this costly method of carrying the line along the sea shore; and

we can find nothing in the official papers to support the suggestion that His Excellency, imperfectly represented the matter when he stated that he had been assured that the alterations in the alignment would involve no extra cost whatever.

Now are we able to reconcile with the official information Mr. MURRAY STEWART's explanation of the increase shown in the latest estimate for the tunnel. "One reason," he writes "for the increased cost of Beacon Hill Tunnel is to be found in the varied character of the excavation, and another in the phenomenal hardness of the rock met with in parts of the hill, necessitating the use of specially heavy drills, and an enormously increased use of explosives." It is true that the Chief Resident Engineer in his latest report when showing that his 1907 estimate for the tunnel is exceeded by \$1,800,000, says this great increase is principally due to the unusual hardness of the rock, but this seems irreconcilable with the statement that "the cost of tunnel-driving was very much reduced during 1908." The average costs per lineal foot of heading, enlarging and bricking-in during the year were \$70.49, \$140.86, and 118.54 respectively. Up to December 1907 the figures were approximately \$134.00, \$275.00 and \$221.00 respectively. His Excellency the Governor in conveying this information to the Council remarked that if it were not for these very large reductions per lineal foot the excesses would have been something he dreaded to contemplate.

While we have felt it to be our duty to point out how the statements made in the official reports conflict with those in Mr. MURRAY STEWART's letter, we are no more competent than the local Committee of the China Association to express an opinion one way or the other as to whether the Colony is being called upon to pay for the Colonial section of the Kowloon-Canton Railway "considerably more than the work is worth" but we do conceive it to be a public duty to suggest in view of what the Governor has described as "the most unsatisfactory" showing of the estimates that the Colony, which has to pay the bill, is entitled to be assured on competent authority that it is not paying extravagantly for the line. The Unofficial Members of the Legislative Council early last year manifested a good deal of anxiety on the point, and asked the Government for the fullest possible statements on the subject. The Hon. Mr. KASWICK thought "a most unsatisfactory state of affairs" had been revealed, and the action taken by the Hon. Mr. HAWYER and the Hon. Mr. OSBORNE on that occasion indicate that they were much of the same way of thinking. No Unofficial Member of the Council has made any public reference to the matter since reports on the progress of the work have been periodically submitted to the Legislative Council, and in view of the letter published by the Committee of the China Association it would certainly be interesting now to learn from the Unofficial Members of the Council whether the reports laid before the Council during the last sixteen months have served to remove from their minds the impression which they have evidently heretofore entertained that the Colony was being called upon to pay excessively for the work.

In order to make the position clear we append a summary of the original and the latest estimate which will show at a glance under what heads increase in the estimate has occurred:

	MR. BRUCE	MR. EVES
Survey	137,642	\$ 42,277.65
Land	10,500	1,195,872.20
Earthwork	1,530,997	2,268,176.05
Tunnels	1,924,860	3,499,824.69
Bridges and culverts	412,650	1,032,614.50
Salaries, Quarters and Office Expenses	1/5,000	534,885.56
Medical, House Charges	716,625	864,259.25
Ballast and permanent way	315,000	494,998.47
Buildings, station machinery furniture	—	84,979.84
Roads	—	40,399.45
Fencing	—	26,971.42
Telegraphs	—	60,000.00
Workshops	—	691,540.10
Plant (including rolling stock)	—	74,478.29
Home Charges	—	42,843.53
Accounts	5,053,274	11,004,128.03

Sir Fielding Clarke, Chief Justice of Jamaica, formerly Puisne Judge at Hongkong, has arrived in England.

Five cases of plague all Chinese were reported yesterday, three being fatal. This brings the total for the year up to 62.

Heavy penalties were yesterday imposed at the Magistrate's on a Chinese who was convicted of having taken liquor on board the steamer Lokwan without permission and also selling liquor without a license. On the first charge he was fined \$25 and on the second \$100.

A drowning fatality was reported to the Hongkong police on Tuesday. About 6.30 in the morning a man fell overboard from the steam launch Seagull and was drowned. The body has not yet been recovered.

A fine of \$200 was yesterday inflicted upon a native by Mr. Hazeland for having been found with a quantity of opium in his possession. Defendant told the Magistrate that an excise officer had put the opium in his house, but the police officer said this was not true, the fact being that defendant carried on a business in selling opium.

Another case of infringing the rights of the Postmaster General came before Mr. Kemp at the Magistrate's yesterday when a Chinese was convicted and fined \$100. It appeared that on Tuesday a steamer brought down some unstamped letters from Kowloon and were handed by the ship's runner to a coolie who was caught delivering them by Inspector Gourlay.

A Japanese committed suicide in a most determined manner at Yumati on Tuesday night. His body was found floating in the harbour off the Kowloon coast, with the throat cut. As his clothes were found on the shore at Yumati, and as blood was visible near the place, the inference is that stripping off his clothes he cut his throat and either jumped or fell into the water.

The American Navy authorities will make another attempt to sell the merchant ship Zafiro which, for several years has been useless to the Government. The ship was purchased by Commodore Dewey a few days before the battle of Manila to obtain the coal aboard her to enable him to take his fleet to the Philippines from Hongkong. The Zafiro was an old hulk, even when Dewey paid for her. The price paid is reported to be about \$1,000.00. After the close of the Spanish-American war the little ship was brought to Bremerton and placed out of commission. Several attempts have been made to give the ship to the Army, to use as a cable ship, but the Army officials, after inspecting the craft, declared her unserviceable.

H.E. Wu Ting Fang, the Chinese Minister at Washington, was the cause of what is described as a Stock Exchange joke at New York. It is reported as follows:—For a quarter of an hour yesterday a fearful panic reigned in the New York Stock Exchange; brokers howled and dashed madly about the floor, waving memoranda and shrieking all kinds of orders. Wu Ting Fang, the Chinese Minister, was in the Strangers' Gallery, and watched the panic and the firing of questions at the rate of sixty a minute. Then the panic subsided, and it was explained that the brokers, knowing that the Chinese Minister intended to visit the exchange, arranged to give him some idea of what a real panic was like. They, therefore, temporarily suspended business while pretending to "knock the bottom" out of the market. The sole reply of Wu Ting Fang was: "I envy you Americans; we Orientals are such an unemotional lot."

Captain Tamplin and Mrs. Tamplin were presented on the 13th inst. with a beautiful embossed rose bowl on an ebony stand, accompanied by an illuminated address to the captain on the eve of their departure for home. The presentation was made on board the L.C. S. Tung Sing at Chuanjiang by her genial commander Capt. Stalker, as representative of the Captains and Officers of the Indo-China Steam Navigation Co.'s fleet, in the presence of numerous shore and seafaring friends of Captain and Mrs. Tamplin. The address read—To L. H. Tamplin Esq. On the occasion of your leaving for the Homeland on a well-earned holiday, we the masters and officers of the Indo-China Steam Navigation Company's fleet, consider it a most fitting opportunity to express our appreciation for the many kindnesses, which, as the Company's representative at Wuhu and Chuanjiang, you have shown towards us both in and out of business. For old times sake we ask you to accept the accompanying piece of plat in remembrance. Trusting Mrs. Tamplin and yourself will enjoy perfect health and have an enjoyable holiday in the sincere wish of all.

HONGKONG CINEMATOGRAPE.

The Filipino glass eating wonder, Professor Vicente Kemppio is still attracting admiring audiences, who do not cease to marvel at his weird accomplishments, for to see a man jump and throw himself upon a heap of broken bottles and rise scatheless is indeed a remarkable sight. His appetite for glass chimneys is as yet unappeased and he continues to devour them with evident gusto. A new series of pictures are now being shown and add a pleasant diversion to the programme.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 19th at 11.55 a.m.—The barometer has risen quickly in E. Japan, and fallen slightly at the stations around the Eastern Sea.

Pressure is relatively high over the Pacific in the neighbourhood of the Bonins, and over the Upper Yangtze Valley. It is low in Korea, and over the Pacific to the East of Japan.

Gradients are slight in the South, and slight variable winds may be expected in the Formosa Channel and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.03 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood Variable winds, light; fair.
Formosa Channel Same as No. 1.
South coast of China between Same as No. 1.
Hongkong and Lamook: Same as No. 1.
South coast of China between Same as No. 1.
Hongkong and Hainan: Same as No. 1.

TELEGRAMS.

[Protected by the Telegraphic Message Copyright Ordinance, 1894.]

[REUTERS'S SERVICE TO THE "HONGKONG DAILY PRESS."]

THE TSAR'S CLEMENCY.

LONDON, May 18th.

By command of the Tsar General Stoessel and Admiral Nebogatoff have been released, as the imprisonment in the fortress of St. Peter and Paul has seriously affected their health.

THE CHINESE RAILWAY LOANS.

LONDON, May 18th.

Reuter learns that the British interests represented in the Berlin conference are in the circumstances satisfied with the result of the Chinese railway negotiations.

HONOURS FOR CHINESE DIGNITARIES.

LONDON, May 18th.

The Kaiser conferred the Order of the Crown on Tang Shao Yi and Prince Tsai Fu, on the 15th inst.

JAPANESE ROYAL VISITORS IN RUSSIA.

LONDON, May 18th.

Prince and Princess Nashimoto have gone to St. Petersburg.

GERMANY'S NEW TAXATION.

LONDON, May 18th.

Owing to the rejection of the Government's taxation proposals it has been decided to adjourn the Reichstag until the 15th June. Meanwhile new bills will be drawn up taxing coffee, matches and property.

THE LABOUR TROUBLES IN PARIS.

LONDON, May 19th.

The General Confederation of Labour has placarded Paris with a fervent appeal for a general strike to-day in support of the demands of the employes in the Postal Service.

THE BRITISH BUDGET.

LONDON, May 19th.

The House of Commons has passed the resolutions increasing the stamp duties.

The Rt. Hon. Lloyd George, Chancellor of the Exchequer, denied that the duties would drive capital out of the country.

CHINESE POST OFFICE RETURNS.

The report on the working of the Imperial Chinese Post Office in 1908 has been completed. Again, as last year, the operations show an unprecedented expansion. The improvement of the organization, the facilitation of interprovincial communication, and the acceleration of delivery by a courier service working day and night then noted can again be recorded. The postal routes now cover 88,000 miles, of which 82,000 are courier lines. High credit is due to the Postal Service and the small body of foreign employes scattered over the Empire for training the Chinese employes and organizing this remarkable extension of an efficient service.

The only regrettable feature of the administration is the method of compiling the statistics according to the Chinese and not the foreign year. In 1907, in deference to Chinese wishes the antiquated Chinese calendar was substituted for the foreign calendar in which all the Customs reports had been compiled since the institution of the Customs. By this calendar the year ended on January 1, the previous year having ended on February 1, 1908. The number of post offices open in 1907 was 176. There were 2,803 open in 1907, and 3,493 in 1908. The number of postal articles handled in 1907 was 10,900,000. The number was 16,000,000 in 1907, and 232,000,000 in 1908. The number of parcels was 127,000, weighing 250 tons, in 1907, 1,929,000, weighing 5,509 tons, in 1907 and 2,445,000, weighing 27,155 tons, in 1908. The Times.

ATEST STEAMER MOVEMENTS.

The C.N. Co's str. *Tamung* left Manila on the 18th inst. and is due here on the 21st inst.
The I.O.M. str. *Goben* which left here on the 21st ultimo at noon, has arrived at Genoa on the 18th instant at 10 a.m.

The N.Y.K. str. *Colombo Maru* (Bombay Line) left Bombay for this port via Singapore on the 15th inst., and may be expected here on the 3rd prox.

The str. *Suruga* arrived at New York on the 18th instant.

The C.P.R. str. *Monteagle* arrived Kobe at 6 a.m. on the 18th inst. and left again at 2 p.m. same day for Yokohama where she is due to arrive at 10 a.m. on the 19th inst.

The C.P.R. str. *Empress of China* left Yokohama at noon on the 18th instant, for Victoria and Vancouver.

The Times correspondent writing from Lisbon on April 18th, stated:

It was announced on Saturday, after many false alarms, that Senhor Torres had succeeded in forming an Administration with the support of the groups led by Senhor Henriques and Admiral Amara; that he would adopt the programme of his predecessors; and that he intended his Government to be one of "liberty, appeasement, and administrative reform."

Of the new Ministers, the best known is Senhor Joao de Azevedo Coutinho, a former Governor of Mozambique, and late Civil Governor of Lisbon. He is credited with a spirit of enterprise in Colonial affairs which is much needed. Senhor Soares Branco, who was returned to Parliament for the first time two years ago, brings to the Ministry of Finance the experience and training of an officer of Engineers. Senhor Cabral, brother of the late Minister of Marine, is a polished gentleman of much Parliamentary and administrative experience, and has lately been Rector of Coimbra University. Count Castro de Solla is an old Parliamentary hand and an authority on jurisprudence. Since the list was published the political complexion of these gentlemen has been vigorously canvassed in the Press. It has been pointed out that Count Castro de Solla is a cousin of Senhor Henriques, and that Senhor Coutinho is a personal friend of Admiral Amara; but neither of these facts, nor the further fact that the Minister of Public Works was once a Regenerator, can disguise the thorough Progressive character of the Cabinet as a whole. What becomes, then, of the policy of concentration? Strange to say, in theory this is a Cabinet of concentration, the literal descendant of the Amara Cabinet of a year ago, in which all the Monarchical parties were united against a feeble and discredited Opposition. Since the defection of the Regeneradores under Senhor Villenas in November, the theory has not corresponded with the fact; and their exclusion from representation in the present Cabinet finally reduces it to an absurdity. The truth is that we have two parties in presence as of old, but whereas formerly they governed in turn by amiable arrangement, they now really feel some of that hostility to one another which they profess.

There are many indications that on the meeting of Parliament the Opposition will renew their demand for an inquiry into the acts of the late Finance Minister, and that they will take no refusal. It appears that the Chamber, having once passed a resolution of censure, is bound free to reverse its decision. But there is nothing to prevent Senhor Beprequeiros from moving in the House of Peers for an inquiry into his own acts. Such a vindication of his character may not be necessary in the opinion of moderate and reasonable men, but it would undoubtedly deprive the Opposition of a powerful weapon, and strengthen the hands of the Government.

WOULD GIVE UP THE PHILIPPINES.

Opposition to the Payne tariff bill amendment providing revenues for the Philippine islands has become general on the part of the Democratic Senators and attacks upon it are anticipated by the Senate Committee on Finance. On that account this action has been laid aside to be considered by the full committee.

Senator Stone of Missouri wants to strike out of the Payne bill section 5, providing for free trade with the islands, with certain limitations upon the amount of sugar and tobacco that may be imported in any one year. The Stone amendment will provide that the United States shall define the policies with reference to the Philippines and fix a limitation, not more than fifteen years hence, upon American control of the islands. It provides that the United States shall then withdraw and deliver over the government to the Filipinos. Under this amendment, this country would be required to make treaties to secure the independence and neutralization of the islands.

The Stone amendment is to become operative when it has been approved by the Philippine Assembly.

SEA ROMANCE.

Something akin to a Robinson Crusoe romance seems to lie behind the following advertisement, published in the "Liverpool Daily Post":—

"Wanted, a respectable sailor who has sailed with Captain John Benjamin Warren, late of the four-master barque *Silberhorn*, who is supposed to be lost, to go to Valparaiso to identify the above-named man. For particulars apply to John Gray, Spring House, 17, Slynecroft, Skerton, Lancaster."

The precise motive of the advertisement is not of course apparent, but some information is forthcoming which invests it with a singular interest. The Liverpool ship *Silberhorn*, an iron-masted barque of 1,774 tons register, belonging to Messrs. C. De Wolfe and Co., of Tower-buildings, sailed from Newcastle, New South Wales, for Iquique with a cargo of coal in June 1907. She was reported as having been lost on June 16, 1907, in 40° S., 140° W., since when she has never been heard of. She was commanded by John Benjamin Warren, who resided in North Lancashire, and had a crew of twenty-three seamen and four apprentices.

From time to time rumours have come to hand as to the vessel having been seen at sea. At one time she was supposed to be on fire off the Straits of Magellan. At another she had been sighted off the island of Juan Fernandez—the home of Robinson Crusoe. Intense interest was kindled in her disappearance. His Majesty's Government dispatched a cruiser to search for the *Silberhorn* along the coasts and islands whence the reports originated, but no trace of the barque was found. At the end of twelve months compensation was paid to the surviving relatives of the crew under the Merchant Shipping Act, the mate's widow receiving as much as £200.

By the authority of the Probate Court Captain Warren's brother was appointed administrator of Captain John Warren's estate, which amounted to a considerable sum. It is now reported, whether correctly or not it is impossible even to conjecture, that Captain Warren, of the *Silberhorn*, is not dead. Relatives have, it is stated, received information which has led them to publicly invite sailors who had been with Captain Warren to go out to Valparaiso, and there identify him. The theory is that Captain Warren was cast away at sea, took to some interior locality in the wilds of Bolivia, lived there a nomadic or mining life, that he amassed a considerable fortune, and ultimately made his way to Valparaiso.

How to BE BEAUTIFUL—Keep your complexion, Mrs. Ellen's Crème Chamois, Lait Chamois and Special Skin Tonic and Poudre Chamois will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co. Ltd. Sole Agents. 453

YESTERDAY'S CELEBRATIONS.

day have been in the tunnel before the
met, and they have some idea of

the headings because he was
f. what the might make him blush if the speaker

ter said all he and south faces, very hard rock

STEAM LAUNCH COMPETITION
IN SIAM.

**DEATH BLOW TO THE DIVORCE
INDUSTRY IN NEVADA.**

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the following
will be read
at the north

PRINCE BULOW'S PLANS.

He sat looking round him in a daze and though exhorted by his second to no heed and dropped his head sounded.

A scene of the wildest enthusiasm in the Hague, who appeared quite dazed by the sudden turn of events, burst into was carried shoulder high round his seconds and received a tremendous ovation from the very large contingent of

**MOTHER FINDS GOOD
FRIEND IN CUTICURA**

Itching Devils

SIR EDWARD HENRY ON
INDIAN EXPERIENCES.

STORY OF DICTIONARY-MAKING

indigo production may ultimately come from the plant, and there is no reason to suppose that this should not be the case." All those interested in the matter, therefore, urged to make every effort to lay a firm scientific foundation for the new machinery and improved methods of indigo production such as Rawson has shown at the present competition of the natural product. It may be less one-sided than the indigo may be less one-sided than the

men present.

been.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, and special notices under the name of THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press Codes: A.B.C. 6th Ed-Labor's

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

BANK HOLIDAY.

IN Accordance with Ordinance No. 6 of 1875, the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business on MONDAY, the 24th instant, EMPIRE DAY.

Hongkong, 20th May, 1909. [752]

TO LET.

NO. 2, ELLIOTT CRESCENT, ROBINSON ROAD. Six Roomed House with Out-house. Fine View of the Harbour. Possession from 1st July, 1909.

Apply to—

F. X. D'ALMEIDA & CASTRO,
33, Queen's Road Central,
Hongkong, 20th May, 1909. [753]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, For Account of the Estate of the late Mr. O. D. THOMSON, TO-MORROW (FRIDAY), the 21st May, 1909, at 11 a.m., at their Sales Rooms, No. 8, Des Vaux Road, corner of Lee House Street,

A NUMBER OF
LAW BOOKS,
Comprising—
CHITTY'S STATUTES, by J. M. Lely, 13 vols., LAW TIMES REPORTS, 10 vols., DANIELL'S CHANCERY FORM and PRACTICE, MARDEN'S COLLISIONS at SEA, STEVEN'S MERCANTILE LAW, INTERNATIONAL LAW DIRECTORY, CASES OF CRIMINAL LAW, HONGKONG ORDINANCES 1883-1908, STANDARD DICTIONARY OF THE ENGLISH LANGUAGE, &c., &c.;

2 IRON SAFES (one by Milner's).
Terms—As Usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 20th May, 1909. [754]

PUBLIC AUCTION.

MR. GEO. P. LAMBERT has received instructions from the Official Liquidator, H. PERCY SMITH, Esq., Chartered Accountant, to Sell by Public Auction, On WEDNESDAY, the 26th May, 1909, commencing at 11 a.m., on the premises,
"THE IMPERIAL BREWERY,"
Sited in Wong-Nei-Chong Valley, AS A GOING CONCERN, IN ONE LOT.

If the Property is not sold in one lot, the PLANT, MACHINERY, GEAR, STOCK, &c., &c., will be sold in separate lots to suit purchasers.

For full particulars apply to
Messrs. BRITTON & HETT,
Solicitors,
Messrs. HASTINGS & HASTINGS,
Solicitors,
Mr. H. PERCY SMITH,
Chartered Accountant,
or
MR. GEO. P. LAMBERT,
Auctioneer.
Hongkong, 20th May, 1909. [755]

IMPERIAL GERMAN MAIL LINE.
NORDEUTSCHER LOYD, BREMEN.
For SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE I.G.M. Steamship
"LUETZOW,"
Capt. C. Dörsner, will leave for the above places TO-DAY, the 20th inst., at Noon.

NORDEUTSCHER LOYD.
For further Particulars, apply to
MELCHERS & CO.,
Agents.
Hongkong, 20th May, 1909. [756]

"SHIRE" LINE OF STEAMERS LTD.
FOR LONDON AND ANTWERP VIA
M. NILA, STRAITS & COLOMBO.

THE Steamship
"DENBIGHSHIRE,"
Captain Barrett, will be despatched, as above on the 18th inst.

For Freight or Passage apply to
JARDINE, MATHESON & CO., LTD.,
Agents.
Hongkong, 20th May, 1909. [756]

NORDEUTSCHER LOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship
"LUETZOW,"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godown, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 26th inst., will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 26th inst., at 9.30 a.m.

All Claims must reach us before the 30th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHER LOYD,
MELCHERS & CO.,
General Agents.
Hongkong, 19th May, 1909. [5]

NEW ADVERTISEMENTS

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

NOTICE TO CONSIGNEES.

S.S. "HONGKONG MARU."

THE above-named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature, and take immediate delivery of Cargo alongside.

Cargo impeding the discharge of the vessel will be landed at once at Consignees' risk and expense.

Cargo remaining on board after the 23rd May, 1909, at 10 a.m., will be landed and stored at Consignees' risk and expense.

No Fire Insurance whatever will be effected. All Cargo undelivered WEDNESDAY, 26th May, 1909, at Noon, will be subject to rent. All chafed and otherwise damaged Cargo will be examined at the above Company's Godown WEDNESDAY, 26th May, 1909, at 10 a.m.

K. MATSUDA,
Manager.

Hongkong, 20th May, 1909. [757]

SWEDISH EAST ASIATIC CO., LTD.
GOTHENBURG.

NOTICE TO CONSIGNEES.

THE Steamship
"NIPPON,"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godown, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 25th May, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on 25th May, at 9.30 a.m.

All Claims must reach us before the 29th May, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

MELCHERS & CO.,
Agents.
Hongkong, 18th May, 1909. [6]

NOTICE.
to invest on
Mortgages: Send
Particulars of Securities offered to
X

Care of "Daily Press" Office.
Hongkong, 20th May, 1909. [537]

WEISMANN, LIMITED.
OUR BUSINESS has been REMOVED
to No. 14, DES VAUX ROAD CENTRAL.
(Lately occupied by Madame Jay).
Hongkong, 28th April, 1909. [667]

LOST.
ON the morning of 15th inst., near Douglas Pier, BLACK SPANIEL BITCH
answering to the name of BIDDY. Anyone found in possession of same after this Notice will be prosecuted. Anyone returning the Dog to Mr. H. SETH, NORMAN COTTAGE, PEAK ROAD, will be rewarded.

Hongkong, 14th May, 1909. [735]

SITUATION WANTED.
A YOUNG SWISS LADY Seeks
a Situation as Travelling Maid or as
Governess, Speaks English, French, German,
and Italian.
Apply to—
Box 284,
Care of "Daily Press" Office.
Hongkong, 7th May, 1909. [714]

PUBLIC COMPANIES
THE PARIS TOILET COMPANY, LTD.
NOTICE.

THE THIRD GENERAL MEETING of
SHAREHOLDERS will be held on
SATURDAY, the 22nd inst., at 12.30 p.m.,
at No. 5, Queen's Road Central, the Registered
Office of the Company, for the purpose of
receiving a statement of Accounts and the
Report of the General Managers for the year
ending 31st December, 1908, and electing an
Auditor.

The TRANSFER BOOKS of the Company
will be CLOSED on WEDNESDAY, the
19th May, to SATURDAY, the 5th June,
both days inclusive.

PERCY SMITH & SETH,
General Managers.
Hongkong, 15th May, 1909. [741]

PEAK TRAMWAYS COMPANY, LTD.
NOTICE IS HEREBY GIVEN that the
ORDINARY ANNUAL GENERAL
MEETING of SHAREHOLDERS of the
above Company will be held at the Registered
Office of the Company, Alexandra Buildings,
Des Vaux Road Central, on SATURDAY, the
29th day of May, 1909, at 11.30 a.m., for the
purpose of receiving the Report of the Directors
together with a Statement of Accounts for the
year ending 30th April, 1909.

The TRANSFER BOOKS of the Company
will be CLOSED from the 26th May, to the
2nd June next, both days inclusive.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 19th May, 1909. [747]

HONGKONG & WHAMPOA DOCK
COMPANY, LIMITED.

THE SHARE CERTIFICATE, No. 2915
for Ten Shares numbered 1914/1915
inclusive, fully paid up, standing in the
name of AUGUST PIERRE
MARTY, deceased, having been LOST, Notice
is hereby given that unless the said Certificate
be produced at the Offices of the Company,
Queen's Buildings, Victoria, Hongkong, before
the 27th May, 1909, a new Certificate for the
said shares will be issued and the old Certificate
will thereafter be held by the Company as
null and void.

By Order of the Board of Directors,
GEO. A. CALDWELL,
Acting Secretary.
Hongkong, 28th April, 1909. [669]

INTIMATIONS

HONGKONG CINEMATOGRAH.

OPPOSITE CENTRAL MARKET.
Under New Management.

FROM 9.15 TO 11.15 P.M.

TO-NIGHT! TO-NIGHT!

LAST TWO NIGHTS.

DON'T FAIL TO COME AND SEE
PROFESSOR VICENTE KEMPPÖ, the
only Man in the World who is ABSOLUTELY
GLASS PROOF.

FOR PROGRAMME AND PRICES
SEE HAND BILLS.

The Management invites any Doctor or any
Member of the Public who wishes to examine
the feet and the back of Professor VICENTE
KEMPPÖ, to come on the stage before or after
each performance and do so. The glass ceiling
may also be closely scrutinized by anybody who
wishes to do so on the stage.

Hongkong, 20th May, 1909. [745]

E. R.
WANTED.

EXPERIENCED ASSISTANT TEACHER
(female) wanted for Garrison
Children's School, Garden Road. Application
should be made to the
SCHOOLMISTRESS.
Hongkong, 19th May, 1909. [748]

E. R.
FOR SALE.

THE WAR DEPARTMENT LAUNCH
"MINER" 40 tons, length 68 feet,
beam 15 feet, speed 7½ knots (approximate),
with fittings as per inventory, and spare parts
(Propeller, Boiler Tubes, etc.).

The Vessel may be viewed by appointment on
application to the Officer in charge of Electric
Lights and Telephones, Wellington Barracks.

Tenders should be delivered at the Office of
the Chief Engineer, Victoria Barracks, by
12 Noon, on the 19th day of JUNE, 1909,
addressed to the Staff Officer, Royal Engineers,
and marked on the outside "Tender for W. D.
Launch".

Hongkong, 19th May, 1909. [749]

NOTICE.
THE MANAGER OF KENNEDY'S
STABLES begs to inform the residents of
KOWLOON and district that provided sufficient
support be forthcoming he will be prepared to
establish a SHOEING FORGE at KOW-
LOON where Horses and Ponies can be shod
by experienced Shanghai farriers on stated days
to be arranged later.

Inasmuch as expense will be incurred in
hiring suitable premises and in fitting up the
forge the Manager hopes that the Scheme will
have general support.

Those desirous of availing themselves of the
above are requested to send in their names and
number of Horses and Ponies to the Under-
signed.

G. W. GEGG,
Manager,
Kennedy's Stables.
Hongkong, 5th May, 1909. [705]

SINGON & CO.
IRON, STEEL, METAL AND HARD-
WARE MERCHANTS. Wholesale
and Retail Ironmongers, Pig Iron and
Foundry Coke Importers. General Store-
keepers and Shiphandlers. Nos. 35 & 37, HING
LOONG STREET, (2nd Street, west of Central
Market) Telephone No. 515. [583]

A TACK & CO.
FURNITURE & PHOTO GOODS STORE,
26, DES VAUX ROAD, CENTRAL.

DEALERS IN
LADIES' & GENTS' BOOTS & SHOES,
UMBRELLAS, &c., &c.
Cameras fitted with
"Zeiss", "Goerz", "Ross" & "Aldis"
Lenses.

DEVELOPING AND PRINTING
A SPECIALITY.
Hongkong, 24th April, 1909. [37]

A LING & CO.,
19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS
STORE.

Photographic Goods of every Description
in Stock.

Developing and Printing Undertaken.
Hongkong, 31st July, 1907. [629]

DAVID COESAR & SON'S
MERCHANT NAVY
NAVY BOILED
LONG FLAX
BEHANCE CROWN
TARPAULING
AERHOLD, KARBURG & CO.
Sole Agents.
1674

AUTOMATIC BROWNING
POCKET PISTOLS.

CALIBRE 7.65 m.m.
With CHAMBER for 8 CARTRIDGES
FIRING 8 SHOTS IN 2 SECONDS.
SIEMSEN & Co.
Hongkong, 6th March, 1907. [47]

NEW CARTRIDGES.
By popular English Manufacturers. In
all Hores and Sizes.
SMOKELESS POWDERS and CHILLED
SHOTS. From No. 10 to 88SG. at \$6.87 and
\$7.50 per 100. SPORTING REQUISITES
and AIR GUNS in Variety.
Inspection Invited.
WM. SCHMIDT & Co.
Hongkong, 26th October, 1906. [623]

INTIMATION

TENDERS FOR REVENUE

FARMS.

TENDERS are invited for the Lease of
Revenue Farms in the State of North
Borneo from the 1st January, 1910, as set out
hereunder.

1. In making arrangements for the leasing of
the Farms for the next Farm period of 1910,
1911 and 1912, the Government reserves to itself
the right of vesting the Farms as provided in
the Proclamations concerned as "land" in
Schedule A appended in any person, by public
or private sale as may be thought fit.

Subject to the above reservation it is hereby
notified that tenders will be received at the
Office of the Secretary to the Governor,
Sandakan, up to 12 o'clock noon, on the 1st day
of OCTOBER, 1909, for the purchase of the exclu-
sive privileges of the Farms described below for
a period of one, two or three years commencing
on the 1st January, 1910.

2. Any person either for himself alone or for
himself and others, may, either in person or by
agent duly accredited in writing, on any date
prior to the said noon of the 1st October next,
submit to the said Secretary at Sandakan, any
tender he may think fit for all or any of the
Farms provided such tender is in conformity
with the terms of tendering hereinafter set out
and fulfils all the conditions required of the
Farmer.

All tenders so made will (except at the express
wish of the tenderers to the contrary) be received
and treated by the Government as strictly confi-
dential.

On receiving any such tender, Government
reserves to itself the right of deciding whether
it shall be considered or not.

If Government decides not to consider the
tender, it will be returned to the tenderer under
sealed cover.

All tenders accepted for consideration by
Government will be, in the first instance,
retained by Government for further considera-
tion with the tenders handed in on 1st October,
1909, which will be opened at noon on that date,
after which the successful tenderer will be se-
lected.

3. The Farms, above referred to, are:—
BRITISH NORTH BORNEO.—OPIMUM,
SPIRIT, GAMBLING and PAWNBROKING, as
follows:—

(a) In one concession for the whole State.

(b) In one concession for any of the following
Districts of the State, the limits named including
the interior territory waters, by the rivers
within the limits given respectively:—

(i) SANDAKAN DISTRICT.—The Territory
bounded on the one side by the true right
watershed of the Kinabatangan River and on
the other by the true left watershed of the
Paitan River.

(ii) KUDAT DISTRICT.—The Territory bounded
on the one side by the true left watershed of
the Paitan River and on the other by the true right
watershed of the Pindasan River.

(iii) WEST COAST DISTRICT.—The Territory
bounded on the one side by the true right
watershed of the Pindasan River and on the other
by the Northern Boundary of Province
Clarke.

(iv) EAST COAST DISTRICT.—The Territory
bounded on the one side by the true right
watershed of the Kinabatangan River and on
the other by the Dutch Boundary on the South
at Broershoek point.

(v) PROVINCE CLARKE.—being the Territory
between Bata-Bata and the Lawas Northern
watershed.

4. The attention of those desirous of tendering
is drawn to the following terms:—

(a) The tenderer must state in his tender the
annual sum offered for the Farm rent for the
three years 1910, 1911 and 1912; a different sum
may be offered for the first, second and third
years respectively. The tenderer must also
clearly state the proportion of the amount of the
Rent to be allotted to each separate Farm.

(b) The Government does not bind itself to
accept the highest or any tender, and reserves
to itself the right of making any arrangements
it may deem advisable as regards the letting of
the Farms.

(c) Each tenderer should specify in full, in
English, and in the vernacular language of the
tenderer, his names, residences and occupations
of the persons tendering, and similar information
regarding any security or any partner that the
tenderer wishes to propose.

(d) The successful tenderer will be called upon
to enter a contract under the provisions of the
Proclamations named in Schedule A appended.

(e) Copies of the Forms of Contracts for the
Farms may be seen on application at the
Offices of the said SECRETARY, at Sandakan, or of
Messrs. GUTHRIE & Co., Singapore, or of
Messrs. GIBB, LIVINGSTON & Co., at Hongkong.

(f) The successful tenderer will be required to
deposit with the Finance Commissioner,
Sandakan, Security to the value of three months
Farm rent by means of a deposit of money to the
amount of one month's Farm rent, and of title
deeds to the amount of two months' Farm rent.

(g) The retail rates for Chandu fixed by
Government for the Opium Farm for 1910,
1911 and 1912 are those specified below:—

Per 1912 are those specified below:—
"chi" \$ 2.40
"chi" 00.30
"5 run packet" 00.15
"4 " 00.12
"3 " 00.09
"2 " 00.06

(h) The Opium Farmer is responsible for
seeing that Chandu is not sold by retail at the
Opium Farm or at the Opium shops at prices
higher than those fixed by Government and
named above (g).

(i) The Opium and Spirit Farmers may fix
their own prices for supplying the Opium and
Spirit Farm Shops wholesale with Chandu
and Spirits.

(j) During the continuance of the Farm
period, the Opium and Spirit Farmers will be
entitled to the use of a Trade-mark (to be
approved by Government) to be affixed to any
Opium or Chandu prepared by them, and to any
vessel containing Spirit for sale.

(k) As soon as the new Farmers have been
appointed by the Governor, they will be required
to submit in writing to the Secretary to the
Governor a Schedule showing full particulars
of the Title Deeds they propose to deposit
with the Government as security for the
said two months' Farm rent. If these are
considered satisfactory, the new Farmers will be
required to execute a mortgage of the property
to the Government as provided for by law.

(l) The Farmer for the West Coast may be
required to rent certain Farm buildings at
Jesselton.

THE following Proclamations govern the
contract of the Farms in B.N. Borneo viz:—
SCHEDULE A.
The Opium Proclamation No. 16 of 1901 as
amended by No. 7 of 1904.
The Liquors Proclamation No. 17 of 1901.
The Pawnbrokers Proclamation No. 14 of
1902 as amended by No. 1 of 1903, and
No. 3 of 1906.
The Gambling Proclamation No. 8 of 1891.
Hongkong, 3rd May, 1909. [696]

BANKS

DEUTSCH-ASIATISCHE BANK.

CAPITAL FULLY PAID UP—Sh. Tael 7,500,000

(HEAD OFFICE—SHANGHAI.)

BOARD OF DIRECTORS, BERLIN.

BRANCHES:

Berlin, Hamburg, Calcutta, Hankow,

Tientsin, Peking, Tainanfu, Tsingtau,

Kobe, Yokohama, Singapore.

Founded by the following Banks and
Bankers:—
KÖNIGLICHE SIEBENHUNDERT (PREUSSISCHE)
STAATSBANK Berlin.

DIREKTION DER DISCONTO-
GESELLSCHAFT
DEUTSCHE BANK
S. BIECHROEDER
BERLINER HANDELS-
GESELLSCHAFT
BANK FÜR HANDEL UND
INDUSTRIE
ROBERT VARSCHAUER & CO.
MÜNCHEN
M. A. VON ROTHSCHILD & Co.
Frankfurt a. M.

NORDDEUTSCHE BANK IN HAMBURG, HAMBURG.
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BAYERISCHE HYPOTHEKEN UND WECHSEL-
BANK, MÜNCHEN.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SON:
THE UNION OF LONDON AND SMITH'S
BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENT
DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account,
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and exchange business transacted.
A. KOEHN,
Manager.
Hongkong, 4th December, 1907. [24]

THE MERCHANTILE BANK OF
INDIA, LIMITED.

AUTHORIZED CAPITAL £1,500,000
SUBSCRIBED 1,125,000
PAID-UP 562,500
RESERVE FUND 250,000

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts
at the rate of 2 per cent. per annum on the
Daily balance.

On Fixed Deposits:—
For 12 months 4 per cent.
For 6 " 3½ per cent.
For 3 " 3 per cent.
EVAN ORMISTON,
Manager.
Hongkong, 27th April, 1909. [23]

THE
YOKOHAMA SPECIE BANK
LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUND 15,500,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES:
Kobe
London
New York
San Francisco
Shanghai
Tientsin
Yokohama
Hankow
Peking
Port Arthur
Mukden
Chiang Chun</

TO LET

STORAGE
For Coal, Timber, &c.

TO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE.
Portions of MARINE LOTS Nos. 31 & 36 on PRAYA EAST. Approximate AREA 43,000 SQUARE FT. 999 YEARS' LEASE. For Particulars, apply—
GEO. PENWICK & Co., Ltd.
Hongkong, 8th June, 1909. [96]

TO LET

GODOWNS, Nos. 95, 96 and 97, PRAYA EAST.
Apply—
CHATER & MODY,
Victoria Buildings,
Hongkong, 1st February, 1909. [254]

TO LET

WITH IMMEDIATE POSSESSION.

KOWLOON MARINE LOT 48, Yamnati, Area 85,200 square feet and with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.
Apply to—
HUMPHREYS ESTATE AND FINANCE CO., LTD.
Hongkong, 18th January, 1909. [103]

TO LET—FURNISHED

"FUNG-SHUI" THE PEAK. To be let furnished for 8 months or longer.
Apply—
JOHNSON, STOKES & MASTER,
Solicitors,
8, Des Voeux Road Central,
Hongkong, 2nd March, 1909. [110]

TO LET

A HOUSE in Wong Nei Chong Road.
A HOUSE in RYAN TERRACE.
OFFICES TO LET, No. 2, Connaught Road, 3rd Floor.
No. 3, CLIFTON GARDENS, Conduit Road.
No. 10, DES VOEUX ROAD CENTRAL, 1st floor.
OFFICES in YORK BUILDING.
GODOWNS in PRAYA EAST, BLUE BUILDINGS and No. 16B, Des Voeux Road, next to the HONGKONG HOTEL.
FLATS in MONTROSE TERRACE.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st May, 1909. [97]

TO LET

NO. 2, OLD BAILEY. Immediate Possession.
Apply to—
ARRATTON V. APCAR & Co.,
14, Des Voeux Road,
Hongkong, 8th May, 1909. [717]

TO LET

NO. 34, QUEEN'S ROAD CENTRAL (Shop). Opposite the Post Office.
No. 14, WYNDHAM STREET (suitable for Office and Godown).
No. 2A, D'ARQUILLER STREET (suitable for Office and Godown).
All of which were lately occupied by Wellman Ltd. For Particulars, etc.
Apply to—
YEE SANG FAT & Co.,
34, Queen's Road Central,
Hongkong, 19th March, 1909. [489]

TO LET

GODOWN, No. 5A, DUDDELL STREET.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st May, 1909. [98]

TO LET

NOB 2 & 3, BEACONSFIELD ARCADE, facing the Parade Ground.
No. 5, MOUNTAIN VIEW, Peak.
NEW FIVE ROOMED HOUSES in Shelley Street.
The EYRIE, No. 13, Peak. Unfurnished from 1st June, 1909.
FERNIDE No. 71, Peak Unfurnished from 1st May, 1909.
U.M.S. PEAK BUNGALOW, furnished, Mount Kailash, from 1st April to end of June, 1909.
BEACONSFIELD ARCADE, Fine Shops, Offices and Dwelling Rooms.
DWELLING ROOMS and OFFICES in Queen's Road Central.
GODOWNS in DUDDELL STREET.
BELLIOUS TERRACE HOUSES, ROBINSON ROAD.
FOR SALE.—FOR CREST, at Peak, commanding a magnificent view of the Harbour and adjacent islands.
Apply to—
LINTSEAD & DAVIS,
3rd Floor, Alexandra Buildings,
Hongkong, 22nd April, 1909. [100]

TO LET

UNFURNISHED—Nos. 8 and 10, WYNDHAM STREET, containing 6 Large Rooms each. Can be let together or separately.
Apply to—
Messrs. PERCY SMITH & SETH,
No. 5, Queen's Road Central,
Hongkong, 23rd February, 1909. [213]

TO LET

FOUR and FIVE ROOMED HOUSES at Kowloon.
NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rentals.
OFFICES on the 1st Floor Hotel Mansions lately occupied by the Hongkong, Canton and Macao Steamboat Co., Ltd.
Apply to—
HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED,
Hongkong, 24th March, 1909. [547]

TO LET

SHOP and DWELLING HOUSE, No. 78, Queen's Road, Central.
Apply to—
S. J. DAVID & Co.,
Princo's Buildings,
Hongkong, 25th March, 1909. [518]

TO LET

CONDUIT ROAD LEVEL, A WELL FURNISHED ROOM with Bathroom attached, overlooking the Harbour, will be vacant on the first of June. For particulars address—
"ALPHA,"
Care of "Daily Press" Office,
Hongkong, 14th May, 1909. [50]

TO LET

NO. 3, MORRISON HILL. Entry about 1st proximo.
Messrs. JARDINE, MATHESON & Co., Ltd.
Hongkong, 12th May, 1909. [727]

TO LET

NO. 24, WYNDHAM STREET, containing 4 ROOMS.
Apply to—
E. A. & C. F. CARVALHO,
14, Arbutnot Road,
Hongkong, 5th May, 1909. [707]

TO BE LET

DESIRABLE GROUND FLOOR SHOP in CHATER ROAD, Hongkong.
Apply—
T. B. L.,
Care of "Daily Press" Office,
Hongkong, 11th May, 1909. [723]

TO LET

LARGE OFFICE ROOM, on 2ND FLOOR of Prince's Building.
Moderate Rent.
Apply to—
"C,"
Care of "Daily Press" Office,
Hongkong, 5th May, 1909. [706]

TO LET

ROOMS suitable for Offices in No. 10, Ico House Street, in rear of David Sassoon & Co.'s premises.
Apply to—
DAVID SASSOON & Co., Ltd.,
Hongkong, 1st May, 1909. [553]

TO LET

NO. 6, OBSERVATORY VILLAS, Kowloon. Five-Roomed House; Electric Lights and Tennis Court.
"BRANEE BUNGALOW," Kowloon. A Small Garden attached. Moderate Rental.
Apply to—
ARRATTON V. APCAR & Co.,
14, Des Voeux Road,
Hongkong, 3rd March, 1909. [399]

TO LET

GRACA & CO. (Established 1896).
No. 27, Des Voeux Road.
Dealers in
POSTAGE STAMPS
AND
VIEW POST CARDS.
Just Received a Selection of
SEN'S ILLUSTRATED
POSTAGE STAMP ALBUMS
of Latest Edition, from \$1.75 to \$16 Each.
SUGAR COHEN SEEDS.
Inspection Invited. [548]

TO LET

NO. 34, QUEEN'S ROAD CENTRAL (Shop). Opposite the Post Office.
No. 14, WYNDHAM STREET (suitable for Office and Godown).
No. 2A, D'ARQUILLER STREET (suitable for Office and Godown).
All of which were lately occupied by Wellman Ltd. For Particulars, etc.
Apply to—
YEE SANG FAT & Co.,
34, Queen's Road Central,
Hongkong, 19th March, 1909. [489]

TO LET

GODOWN, No. 5A, DUDDELL STREET.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st May, 1909. [98]

TO LET

NOB 2 & 3, BEACONSFIELD ARCADE, facing the Parade Ground.
No. 5, MOUNTAIN VIEW, Peak.
NEW FIVE ROOMED HOUSES in Shelley Street.
The EYRIE, No. 13, Peak. Unfurnished from 1st June, 1909.
FERNIDE No. 71, Peak Unfurnished from 1st May, 1909.
U.M.S. PEAK BUNGALOW, furnished, Mount Kailash, from 1st April to end of June, 1909.
BEACONSFIELD ARCADE, Fine Shops, Offices and Dwelling Rooms.
DWELLING ROOMS and OFFICES in Queen's Road Central.
GODOWNS in DUDDELL STREET.
BELLIOUS TERRACE HOUSES, ROBINSON ROAD.
FOR SALE.—FOR CREST, at Peak, commanding a magnificent view of the Harbour and adjacent islands.
Apply to—
LINTSEAD & DAVIS,
3rd Floor, Alexandra Buildings,
Hongkong, 22nd April, 1909. [100]

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Apply to—
Messrs. PERCY SMITH & SETH,
No. 5, Queen's Road Central,
Hongkong, 23rd February, 1909. [213]

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NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rentals.
OFFICES on the 1st Floor Hotel Mansions lately occupied by the Hongkong, Canton and Macao Steamboat Co., Ltd.
Apply to—
HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED,
Hongkong, 24th March, 1909. [547]

TO LET

SHOP and DWELLING HOUSE, No. 78, Queen's Road, Central.
Apply to—
S. J. DAVID & Co.,
Princo's Buildings,
Hongkong, 25th March, 1909. [518]

"THE COMPLETE LETTER WRITER."

OR "ENGLISH AS SHE IS WRIT" IN THE FAR EAST.

All residents in the Far East are more or less familiar with the epistolary efforts in English of the Chinese and Indian shopkeeper, the artisan and the houseboy, and doubtless many keep collections of such epistles. Mr. J. Gray Scott, the late general manager of the Electric Traction Co. of Hongkong, had a very amusing album which, before he left for Home, was lent to the writer with permission to make such extracts as might be deemed worthy of being preserved in print.

If the book form of publication had been chosen, we should select for the first page the address on an envelope which reads:

Mr. Cotts,
c/o Electric Cart Company,
Hongkong.

Most employers will be familiar with the man, who cannot "support his family and the house rent" unless he has an increase of pay. Should the applicant be a Christian convert he is always ready to "pray that God may Bless you (with a capital B) and all your family," while he is waiting for "a favourable reply." Letters of this character there are in the collection. Perhaps no less familiar will be the man who has got "a slight touch of the fever," and wants to obtain some medicine from a Chinese doctor, also the man who wants "to manage his own important sick" or who wants leave "because to wharship tombs and oblige."

We are inclined to decide that the gem of the collection is the following, from an Indian watchman—

God is almighty
We should trust in him
and do the right!

Sir,—I most respectfully beg to say that I had come in your Department Leaving of 25 dollars Job, in the hopes that I will get any better position under your favouring rule; therefore I have the Pleasure to request to you, that Should I be successful in getting the appointment I would strain every nerve to satisfy you with my work and honesty. About my knowledge, I have been in school for eight years and have gone through the several subjects (as Arithmetic, Mensuration, Geography and History etc.). My Lord, if you have no trust on me, you may see as trial for sometimes.

If I show you better making me myself than all the inspectors, working in your Dept.—then you would give salary; otherwise I do not want even a cent. My Lord I have come under your protection. My duty is to work, whether your Majesty would give me any wages or not. It is termed:

Drive the nail right boy
Hit it on the head
Strike with all your might
While the iron is red
Who they require to reach the top
First Must Climb the Hill

Therefore I commenced the service, Sir, from a Watchman. I hope, that your Majesty will consider about me with the Most Providence, and I shall ever be Prayer for your long life and Prosperity.

Your Most obedient,
WATCHMAN.

Among the Chinese letters the following are worth quoting:—
GENTLEMEN—To-day I have heard another accident which occurred by your electric car; now I beg to inform you that I can improve your car if you only believe me and send somebody to see me—Yours very truly—
CHIN K.

P.S.—Always home forenoon.

DEAR SIR,—Having heard that you are in want of a cookson and ticket-punchard I beg to offer myself for the service.

I am a young man of twenty-two, and have employed for five years in Naval Yard company where I am now a fitter.

For my character and abilities I beg to refer to Mrs. J. Gray Scott; and hoping to be favoured with a reply—I remain, dear sir, yours respectfully Servant

This was type-written—
And the number of my lat is 90.

To the Manager—
DEAR SIR,—I beg to inform you that I am one of the "Conductor" of your Company's line for longer than three months, and the reason I leave as I have been very sick; therefore I was compelled to return to Canton for health. I now returned to Hong Kong, and wishing to remind you at the time when I left the position, and there I found a part of my salary still remain unpaid. Therefore I write you this few lines and trusting that your goodness and will forward the said balance which is due to me.

Trusting that you will use every effort to prevent further disappointment and delay—and oblige, I am Dear Sir, Yours very truly—

The "spitting- nuisance" was a source of trouble in the early days as the reader was reminded by the writer of "Random Reflections" last Monday. The more recent notice on the subject which appeared in the cars reading "Gentlemen will not spit; others must not" had an amusing sequel for the General Manager.

A soldier was very grieved to see this warning in the cars. He wrote that he did not know what cause there was to remind the common people of the manners of the elite.

"It is an acknowledged fact" he added "that a gentleman would not spit in a car, but who, for goodness sake are the others? I am only a soldier myself, but I hope I am a gentleman, at least that has always been my aim."

The writer signed his name, and added the following postscript "I am signing my name and I trust you will regard the trust, as I am only a soldier and liable to get into trouble for very

little." Upon second thoughts he crossed out his name and added a second postscript reading "I had better not though."

Not distant related to this is the letter from "One who is strictly against smoking" who wrote complaining of the disregard of the rule on this subject even by drivers and ticket sellers. "In such a hot weather," he complains, "if every one in the car is allowed to smoke, you may please guess the scenario, and the result which it will give—Oh! it becomes a regular Steam Engine."

Exigencies of space require us to stop quoting, and in selecting an appropriate final extract we cannot do better than quote the man who writes:—"Because a kind and generous officer like you is leaving Hongkong, I have strong desire to give some fruit of your generosity that is I wish to get a certificate from you. . . . a gift to me doing much better than a pension."

Possibly Mr. Gray Scott is thinking that a collection of China "curios" such as are contained within the covers of his album are among the fine "fruits" of his experience; but it is doubtful if he regards them as "much better than a pension."

THE "ORIENT" L. PROBLEM.
IN C. LIFORINA.

A practical method of solving the Oriental labor question in California is suggested by San Francisco Chronicle by Ishida Straus, L.L.D., a prominent New York millionaire, philanthropist, whose activity among the ignorant European immigrants has made his name national. Straus offers to California the advice that if there is a demand for labor here which has to be filled with Oriental coolies, or which makes the immigration of coolies possible, it will be a much more far-sighted act, and one of greater economic advantage, if European immigrants will be induced to come here.

"New York is overworking with European immigrants who are unable to do the best for that country," he said at the Fairmont recently. "They all flock into New York, and one of the most serious problems which we have to confront to-day is that of making them spread out more."

"Now I have been in California four months, and I am thoroughly convinced that what you most need is colonisation. You lack population. Out here is the grandest climate in the world, and I speak as a man who has traveled extensively and with natural resources which are wonderful. They are undeveloped, however, and for the very lack of people. California can accommodate many, many more people and do so better than any other section of the United States."

"That, I believe, is one of the great reasons for the influx of Orientals. If your people are opposed to the incoming of Japanese, the best way to keep them out is to destroy the opportunity for them here. If they have nothing to gain here, they will not come. And if you will bring Europeans here, they can do the work which the Japanese now do, and supply the market."

"The Jap will be a Jap as long as he is here. You cannot avoid the race distinction. But when the European has been here a generation, he becomes a first-class citizen, and he mixes and is one of us. Every European of the right class who brings here is the bringing in of future Americans. That is an important fact."

"Economists say, and they usually base their conclusions on facts, that each immigrant is worth \$1000 a year to this country. Now if California can bring in desirable immigrants at \$6 a head, let us say, what better investment can be found for the money? That is a work for the State Board of Trade, the California Promotion Committee or any other public spirited civic organization which has the future welfare of the State at heart. You should have men at the helm from which these immigrants sail to send them to California."

Mr. and Mrs. Straus, accompanied by Mr. and Mrs. A. Abraham of Brooklyn have been here for a rest during the winter, and, after visiting various points of interest in this section of the State, will leave for New York on April 12th.

Isidor Straus is a very wealthy merchant of New York, but he is known mostly for his activity in public life. He was a member of the Fifty-third Congress from New York, and has been a prominent Democrat in his home State for many years. He is president of the Educational Alliance, and is a director of numerous charitable organizations. He is also vice-president of the New York State Chamber of Commerce.

Straus took his degree from Washington and Lee University. He is a brother of Oscar S. Straus, Roosevelt's Secretary of Commerce and Labor, and of Nathan Straus, who, as president of the New York Board of Health, waged a notable war against impure milk.

THE COST OF WAR.

Herr Rieesser, who was formerly a leading figure in the financial world of Germany, and who is now Professor of Political Economy at the University of Berlin, has just published a small work entitled, "The Financial Consequences of a Military Standpoint." Herr Rieesser discusses the subject in great detail in an attempt to prove that the real and only sinew of war is "a well filled national treasury."

To this end, the Professor points out that the Franco-Prussian War resulted in costing Germany \$27,500,000,000, which were spent in 305 days; that in the Boer War, which lasted from October 11th, 1899, May 31, 1902, England spent \$215,350,000; and that in the Russo-Japanese War, which lasted from February 20, 1904, to the end of August, 1905, the Russian expenditure was \$145,650,000, and that of the Japanese was \$121,200,000.

Professor Rieesser claims that another war breaking out at present would cost Germany \$900,000,000 a day, or \$27,000,000 a month, and that only in the ordinary direct expenditure of warfare. Therefore, the Professor comes to the conclusion that before Germany can entertain the idea of embarking upon a war the Fatherland ought to have a floating fund of at least \$125,000,000 available for the current expenses of warfare.

THE GROWTH OF NEW YORK.

A prominent engineer of Greater New York, who has been studying the probable increase of population in that city, reaches the conclusion that in 1950 it will be 19,250,000. Based on past ratios of increase, the analysis seems to be a rational one. But what asks an American contemporary, will so large a concentration of non-productive consumers of the world's agricultural products be in the way of employment? The "idle rich" can form only a comparatively insignificant total, and the workers, lawyers, doctors, clerks, etc., must find a limitation set by the population of the outside country. It is difficult to believe that there ever will be a city of nineteen millions of people.

PREMIUM BONDS

WE are the largest Dealers in the world in these attractive securities.

WHAT ARE THESE BONDS?

They are high-class and absolutely safe securities, payable to bearer, issued by the various Governments and Municipalities of Europe; they are redeemable at any periodical drawings, either with Cash Premiums varying from \$40 to \$400,000, or, at the very least, at their full nominal value.

EASY PAYMENTS.

We sell these Bonds singly or in combinations of the most advantageous ones, payable by convenient Monthly instalments ranging from 15s. to £20.

Write for Handbook, sent post free.

MELVILLE, GLYN & Co., Bankers, 3, Rue de la Bourse, PARIS (France).

NOTICES TO CONSIGNEES

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLOMOND,"
FROM LEITH, ANTWERP, LONDON
AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 17th June, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th inst., at 3 p.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 13th May, 1909. [734]

FROM EUROPE.

THE H.A.L. Steamship

"SILVIA"

Captain Porteline, having arrived Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Underwriter and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 10 a.m.

Any Cargo impeding her discharge will be landed at Consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th inst., at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE,
Hongkong Office.

Hongkong, 14th May, 1909. [738]

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ, AND STRAITS.

THE P. & O. S. N. Co.'s Steamer

"NAMUR."

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 23rd inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 17th May, 1909. [1]

NOTICE TO CONSIGNEES.

FROM BOMBAY, COLOMBO AND STRAITS.

THE P. & O. S. N. Co.'s Steamer

"SOCOTRA"

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 23rd inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 17th May, 1909. [1]

NOTICES TO CONSIGNEES

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "ST. PATRICK,"
FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

SHIPPING.

ARRIVALS.
CHENAN, British str., 1,047, Brown, 19th May—Shanghai 16th May, General—Butterfield & Swire.
CLARA JENSEN, Ger. str., 1,103, J. Bondixen, 19th May—Wuhu 14th May, General—Jensen & Co.

DAIJI MARU, Japanese str., 846, H. Murayama, 19th May—Swatow 18th May, General—Otsu Shinsen Kaisha.
FUDO MARU, Jap. str., 19th May—Canton, Haiching, British str., 1,267, W. C. Passmore, 19th May—Fuchow and Swatow 18th May, General—Douglas, LaPraik & Co.

HANOI, French str., 742, J. Pannier, 19th May—Haiphong and Hoihow 18th May, General—A. R. Marty & Co.
HONGKONG, British str., 2,056, J. Hume, 19th May—Peking and Singapore 13th May, General—Jensen & Co.

HONGKONG, French str., 739, A. Cornelissen, 19th May—Haiphong and Hoihow 18th May, General—A. R. Marty.
HONGKONG MARU, Japanese str., 3,453, H. S. Smith, 19th May—Moji 14th May, Coal and General—Toyo Kisen Kaisha.

KIVISAKI, German str., 625, H. Niejahr, 19th May—Hoihow 18th May, General—Jensen & Co.
KWEIYANG, British str., 19th May—Canton, LUKYANG, German str., 5,135, C. Dewers, 19th May—Bremer 7th April, Maile and General—Molochers & Co.

NIPPON, Swedish str., 4,016, C. A. Paulsen, 19th May—Singapore 12th May, General—Molochers & Co.
PROTEIN, Norwegian str., 1,024, C. Muller, 19th May—Bangkok 10th May, Rice—Jensen & Co.

STENTON, British str., 4,338, A. D. Baker, 19th May—Shanghai 16th May, General—Butterfield & Swire.
TAIWAN, British str., 1,042, F. C. Woratt, 19th May—Nagasaki and Chefoo 13th May, General—Chinoise.

TINGHANG, British str., 1,045, Anderson, 19th May—Shanghai 15th and Swatow 18th May, General—Jardine, Matheson & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

19th May.
Chipping, British str., for Swatow.
C. Jensen, British str., for Canton.
Kamor, British str., for Wakanamatsu.
Tingong, British str., for Canton.

DEPARTURES.

19th May.
BUJUN MARU, Japanese str., for Swatow.
CHUYEN, Chinese str., for Shanghai.
CHOISING, German str., for Bangkok.
DREFFLINGER, German str., for Europe, &c.
FOOSHING, British str., for Canton.
HAUMUN, British str., for Swatow.
HELENE, German str., for Swatow.
HONGKONG, Chinese str., for Hongkong.
KIANG PING, Chinese str., for Chinkiang.
SAINT PATRICK, British str., for Shanghai.
SINGAN, British str., for Hoihow.
SOUTHERN, British str., for Yokohama.
WINGSANG, British str., for Shanghai.

SHIPPING REPORTS.

The British str. Taiwan reports: Fine weather throughout the passage, light variable winds and sea smooth.
The British str. Hongkong reports: Vessel had fine weather during the passage with calm and light N.E. easterly winds North of the Panama.

VESSELS IN DOCK.

May 19th.

ABERDEEN DOCK.—
Kowloon Dock.—Y. Sontua, Scandio, Heim, Orono.
COSMOPOLITAN DOCK.—
TAIKOO DOCK.—Lian, Tamsui, Shantung, Maple Leaf, Korat, Chigo Maru.

VESSELS ON THE BERTH

"GLEN" LINE OF STEAMERS.
FOR LONDON AND ANTWERP.

THE Steamship

"GLENLOGAN."
Captain McGregor, will be despatched as above TO-MORROW, the 21st May, 1909.
For Freight or passage apply to
McGREGOR BROS. & GOW.
Hongkong, 19th May, 1909. [57]

JAVA-CHINA-JAPAN LINE.

FOR SAIGON, BATAVIA, CHERIBON, SAMARANG, SOERABAJA and MACASSAR.
Taking Cargo to all Ports in Netherlands India on through Bill of Lading.

THE Steamship

"TJIMAH."
Captain Bouman, will be despatched for the above Ports on or about SATURDAY, 22nd inst., 10 A.M.
For information as to Freight and Passage, apply to the
Head Agent of the
JAVA-CHINA-JAPAN LINE,
York Building, 1st Floor.
Hongkong, 19th May, 1909. [750]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
FUME AND TRIESTE (DIRECT),
Calling at SINGAPORE, PENANG,
COLOMBO, BOMBAY, KARACHI,
ADEN, SUEZ AND PORT SAID.
(Taking Cargo at through rates to the Brazils
to Persian Gulf, Red Sea, Black Sea,
LIVANT, VENICE AND ADRIATIC
PORTS).

THE Company's Steamship

"CHINA."
Captain Bergallan, will be despatched as above on or about 25th inst.

This steamer has capital accommodation for passengers, electric light and carries a doctor and stewardess.
For information as to Passage and Freight, apply to
SANDER, WIELER & Co.,
Agents,
Princes' Buildings.
Hongkong, 6th May, 1909. [3]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	PERA	Brit. str.	—	W. W. Cooke, R.M.S.	P. & O. S. N. Co.	On 22nd inst., at 10 A.M.
LONDON & ANTWERP	GLENLOGAN	Brit. str.	—	McGregor	McGREGOR BROS. & GOW	To-morrow.
LONDON & ANTWERP VIA MANILA, &c.	OCEANA	Brit. str.	—	T. H. Hild, R.M.S.	P. & O. S. N. Co.	On 24th inst., at Noon.
ROTTERDAM, HAMBURG, & ANTWERP &c.	DENNIGHSHIRE	Brit. str.	—	Berrett	JARDINE, MATHESON & CO. LD.	On 8th June.
BREMEN HAMBURG & ROTTERDAM, &c.	REGLAVIA	Ger. str.	k.w.	Hildebrandt	HAMBURG-AMERICA LINE	To-morrow.
HAVE & HAMBURG VIA STRAITS, &c.	SURVIA	Ger. str.	k.w.	Selmer	HAMBURG-AMERICA LINE	On 8th June.
HAVE & HAMBURG VIA STRAITS, &c.	SCANDIA	Ger. str.	k.w.	V. Hoff	HAMBURG-AMERICA LINE	On 22nd inst.
MARSEILLES, HAVRE & COPENHAGEN, &c.	SCANDIA	Ger. str.	k.w.	Boekhorst	HAMBURG-AMERICA LINE	On 17th June.
MARSEILLES, HAVRE & COPENHAGEN, &c.	CANTON	Swed. str.	—	V. Dobren	HAMBURG-AMERICA LINE	On 22nd June.
MARSEILLES, HAVRE & COPENHAGEN, &c.	OCEANIAN	Fr. str.	—	Sellier	MELCHERS & CO.	Middle of June.
MARSEILLES, HAVRE & COPENHAGEN, &c.	IYO MARU	Jap. str.	—	S. J. G. Parsons	NIPPON YUSEN KAISHA	On 25th inst., at 1 P.M.
MARSEILLES, HAVRE & COPENHAGEN, &c.	WAKABO MARU	Jap. str.	—	N. Nielsen	NIPPON YUSEN KAISHA	On 28th inst., at D'light
MARSEILLES, HAVRE & COPENHAGEN, &c.	SHILVA	Ger. str.	k.w.	F. E. Cope	NIPPON YUSEN KAISHA	On 8th June, at D'light
MARSEILLES, HAVRE & COPENHAGEN, &c.	KITANO MARU	Jap. str.	—	Bergallan	NIPPON YUSEN KAISHA	About 2nd June.
MARSEILLES, HAVRE & COPENHAGEN, &c.	HONGKONG MARU	Jap. str.	—	Bergallan	NIPPON YUSEN KAISHA	On 1st June, at Noon.
MARSEILLES, HAVRE & COPENHAGEN, &c.	CHINA	Brit. str.	—	Bergallan	NIPPON YUSEN KAISHA	About 25th inst.
MARSEILLES, HAVRE & COPENHAGEN, &c.	PATIN	Brit. str.	2 m.	Bergallan	NIPPON YUSEN KAISHA	About 16th June.
MARSEILLES, HAVRE & COPENHAGEN, &c.	EMPEROR OF INDIA	Brit. str.	1 m.	Bergallan	NIPPON YUSEN KAISHA	On 22nd inst., at 6 P.M.
MARSEILLES, HAVRE & COPENHAGEN, &c.	MONTEAGLE	Brit. str.	1 m.	Bergallan	NIPPON YUSEN KAISHA	On 14th July, at Noon.
MARSEILLES, HAVRE & COPENHAGEN, &c.	KAGA MARU	Jap. str.	—	M. Hegin	NIPPON YUSEN KAISHA	On 25th inst., at 4 P.M.
MARSEILLES, HAVRE & COPENHAGEN, &c.	SUBERIC	Brit. str.	—	W. Shotton	NIPPON YUSEN KAISHA	On 28th inst.
MARSEILLES, HAVRE & COPENHAGEN, &c.	TOSA MARU	Jap. str.	—	T. Harrison	NIPPON YUSEN KAISHA	On 8th June, at 4 P.M.
MARSEILLES, HAVRE & COPENHAGEN, &c.	MANILA	Ger. str.	—	E. G. G. G. G.	NIPPON YUSEN KAISHA	To-morrow, at Daylight
MARSEILLES, HAVRE & COPENHAGEN, &c.	ALDENHAM	Brit. str.	—	St. John George	NIPPON YUSEN KAISHA	On 26th inst., at Noon.
MARSEILLES, HAVRE & COPENHAGEN, &c.	NIKKO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 11th June, at Noon.
MARSEILLES, HAVRE & COPENHAGEN, &c.	ORANGH	Jap. str.	—	G. W. Eddy	NIPPON YUSEN KAISHA	On 15th June, at 4 P.M.
MARSEILLES, HAVRE & COPENHAGEN, &c.	KUMANO MARU	Jap. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	On 9th July, at Noon.
MARSEILLES, HAVRE & COPENHAGEN, &c.	PRINZ WALDEMAR	Ger. str.	—	F. Iscke	MELCHERS & CO.	About 29th inst.
MARSEILLES, HAVRE & COPENHAGEN, &c.	AMARA	Brit. str.	—	H. Peterson	JARDINE, MATHESON & CO. LD.	To-day, at Noon.
MARSEILLES, HAVRE & COPENHAGEN, &c.	KAWACHI MARU	Jap. str.	—	F. L. Rommer	NIPPON YUSEN KAISHA	On 28th inst., at 5 P.M.
MARSEILLES, HAVRE & COPENHAGEN, &c.	KAMO MARU	Jap. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	To-morrow at Noon.
MARSEILLES, HAVRE & COPENHAGEN, &c.	KUMANO MARU	Jap. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	On 28th June, at Noon.
MARSEILLES, HAVRE & COPENHAGEN, &c.	TULIOW	Dut. str.	—	Juriansen	NIPPON YUSEN KAISHA	Quick despatch.
MARSEILLES, HAVRE & COPENHAGEN, &c.	KWITANG	Brit. str.	—	G. Hooker	NIPPON YUSEN KAISHA	To-morrow, at 4 P.M.
MARSEILLES, HAVRE & COPENHAGEN, &c.	RUICHOW	Brit. str.	1 m.	G. Hooker	NIPPON YUSEN KAISHA	To-day, at Noon.
MARSEILLES, HAVRE & COPENHAGEN, &c.	NIPPON	Brit. str.	—	Bradley	JARDINE, MATHESON & CO. LD.	To-day, at Noon.
MARSEILLES, HAVRE & COPENHAGEN, &c.	KUTSANG	Brit. str.	—	C. Dewers	MELCHERS & CO.	To-morrow, at 4 P.M.
MARSEILLES, HAVRE & COPENHAGEN, &c.	LUICHOW	Brit. str.	—	F. Wheeler	JARDINE, MATHESON & CO. LD.	To-morrow, at 4 P.M.
MARSEILLES, HAVRE & COPENHAGEN, &c.	KWONGSANG	Brit. str.	—	Nitsche	SANDER, WIELER & CO.	To-morrow, at 4 P.M.
MARSEILLES, HAVRE & COPENHAGEN, &c.	E. F. FERDINAND	Brit. str.	—	Nitsche	SANDER, WIELER & CO.	To-morrow, at 4 P.M.
MARSEILLES, HAVRE & COPENHAGEN, &c.	CHINFA	Brit. str.	—	Nitsche	SANDER, WIELER & CO.	To-morrow, at 4 P.M.
MARSEILLES, HAVRE & COPENHAGEN, &c.	CHENAN	Brit. str.	—	Nitsche	SANDER, WIELER & CO.	To-morrow, at 4 P.M.
MARSEILLES, HAVRE & COPENHAGEN, &c.	SYDNEY	Brit. str.	—	Nitsche	SANDER, WIELER & CO.	To-morrow, at 4 P.M.
MARSEILLES, HAVRE & COPENHAGEN, &c.	TAKASAKI MARU	Jap. str.	—	Nitsche	SANDER, WIELER & CO.	To-morrow, at 4 P.M.
MARSEILLES, HAVRE & COPENHAGEN, &c.	DELHI	Brit. str.	—	Nitsche	SANDER, WIELER & CO.	To-morrow, at 4 P.M.
MARSEILLES, HAVRE & COPENHAGEN, &c.	YINGCHOW	Brit. str.	—	Nitsche	SANDER, WIELER & CO.	To-morrow, at 4 P.M.
MARSEILLES, HAVRE & COPENHAGEN, &c.	ISTRIA	Brit. str.	—	Nitsche	SANDER, WIELER & CO.	To-morrow, at 4 P.M.
MARSEILLES, HAVRE & COPENHAGEN, &c.	ANBU	Brit. str.	—	Nitsche	SANDER, WIELER & CO.	To-morrow, at 4 P.M.
MARSEILLES, HAVRE & COPENHAGEN, &c.	BRASILIA	Brit. str.	—	Nitsche	SANDER, WIELER & CO.	To-morrow, at 4 P.M.
MARSEILLES, HAVRE & COPENHAGEN, &c.	TILAPAP	Dut. str.	—	Nitsche	SANDER, WIELER & CO.	To-morrow, at 4 P.M.
MARSEILLES, HAVRE & COPENHAGEN, &c.	SORU MARU	Jap. str.	—	Nitsche	SANDER, WIELER & CO.	To-morrow, at 4 P.M.
MARSEILLES, HAVRE & COPENHAGEN, &c.	DAIGO MARU	Jap. str.	—	Nitsche	SANDER, WIELER & CO.	To-morrow, at 4 P.M.
MARSEILLES, HAVRE & COPENHAGEN, &c.	TAMBU	Brit. str.	—	Nitsche	SANDER, WIELER & CO.	To-morrow, at 4 P.M.
MARSEILLES, HAVRE & COPENHAGEN, &c.	HAITAN	Brit. str.	—	Nitsche	SANDER, WIELER & CO.	To-morrow, at 4 P.M.
MARSEILLES, HAVRE & COPENHAGEN, &c.	HAICHING	Brit. str.	—	Nitsche	SANDER, WIELER & CO.	To-morrow, at 4 P.M.
MARSEILLES, HAVRE & COPENHAGEN, &c.	HAUMUN	Brit. str.	—	Nitsche	SANDER, WIELER & CO.	To-morrow, at 4 P.M.
MARSEILLES, HAVRE & COPENHAGEN, &c.	TEAN	Brit. str.	—	Nitsche	SANDER, WIELER & CO.	To-morrow, at 4 P.M.
MARSEILLES, HAVRE & COPENHAGEN, &c.	YUENHANG	Brit. str.	—	Nitsche	SANDER, WIELER & CO.	To-morrow, at 4 P.M.
MARSEILLES, HAVRE & COPENHAGEN, &c.	ZARING	Brit. str.	—	Nitsche	SANDER, WIELER & CO.	To-morrow, at 4 P.M.
MARSEILLES, HAVRE & COPENHAGEN, &c.	TALANG	Brit. str.	—	Nitsche	SANDER, WIELER & CO.	To-morrow, at 4 P.M.
MARSEILLES, HAVRE & COPENHAGEN, &c.	LOONGSANG	Brit. str.	—	Nitsche	SANDER, WIELER & CO.	To-morrow, at 4 P.M.
MARSEILLES, HAVRE & COPENHAGEN, &c.	RUET	Brit. str.	—	Nitsche	SANDER, WIELER & CO.	To-morrow, at 4 P.M.
MARSEILLES, HAVRE & COPENHAGEN, &c.	BORNEO	Brit. str.	—	Nitsche	SANDER, WIELER & CO.	To-morrow, at 4 P.M.
MARSEILLES, HAVRE & COPENHAGEN, &c.	BOMBAY MARU	Jap. str.	—	Nitsche	SANDER, WIELER & CO.	To-morrow, at 4 P.M.
MARSEILLES, HAVRE & COPENHAGEN, &c.	LAISANG	Brit. str.	—	Nitsche	SANDER, WIELER & CO.	To-morrow, at 4 P.M.
MARSEILLES, HAVRE & COPENHAGEN, &c.	HOPANG	Brit. str.	—	Nitsche	SANDER, WIELER & CO.	To-morrow, at 4 P.M.
MARSEILLES, HAVRE & COPENHAGEN, &c.	TJIMAH	Dut. str.	—	Nitsche	SANDER, WIELER & CO.	To-morrow, at 4 P.M.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"LUETZOW"	Thursday, 20th May, at Noon.
MANILA, YAP, FRIEDRICH WILHELMSHAFEN, SIMPSON-HAFEN, and SYDNEY	"MANILA"	Friday, 21st May, at D'light.
YOKOHAMA & KOBE	"PRINZ WALDEMAR"	About Saturday, 29th May.
KUDAT & SANDAKAN	"BORNEO"	Beginning of June.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 20th May, 1909.

THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overseas Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C., SEATTLE & TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
SUVERIC	6,232	W. Shotton	On 3rd June.

These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED,
GENERAL AGENTS,
QUEEN'S BUILDINGS.

Hongkong, 3rd April, 1909.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE
VIA SUEZ CANAL.
FORTNIGHTLY SERVICE TO AND FROM JAPAN
VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"SYDNEY"	About 24th May.
MARSEILLES VIA PORTS	"OCEANIAN"	On 25th May, 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"TOURANE"	On 7th June, P.M.
MARSEILLES VIA PORTS	"POLYNESIE"	On 8th June, 1 P.M.

Transshipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople, &c. Sea. Through Tickets to London, via Paris, from 27/10s. up to £71/10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—

P. DE CHAMPMORIN, AGENT,
Queen's Building.

CANADIAN PACIFIC RAILWAY CO'S ROYAL MAIL STEAMSHIP LINE.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

From Hongkong.	From Quebec.
"EMPRESS OF INDIA" Sat., 22nd May.	"EMPRESS OF BRITAIN" Fri., 18th June.
"EMPRESS OF JAPAN" Sat., 12th June.	"ALLAN LINER" Friday, 9th July.
"EMPRESS OF CHINA" Sat., 3rd July.	"EMPRESS OF IRELAND" Fri., 30th July.
"MONTEAGLE" Wed., 14th July.	"ALLAN LINER" Friday, 30th Aug.
"EMPRESS OF INDIA" Sat., 24th July.	

The Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's NEW "PALATIAL" EXPRESS Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71/10
Intermediate on Steamers £43 ..
and 1st Class Railway £45 ..

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.
R.M.S. "MONTEAGLE," carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.
Passengers booked through to Europe and AROUND THE WORLD.
SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments.
For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, General Traffic Agent for China,
Corner Pedder Street and Praya, opposite Blake Pier.

VESSELS ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

The Company's Steamship

"E. FRANZ FERDINAND."
Captain E. Nitsche, will leave for the above places TO-MORROW, the 21st inst., A.M.
This steamer has splendid accommodation for passengers, electric light, carries a doctor and stewardess.
For Freight or Passage, apply to
SANDER, WIELER & Co.,
Princes' Building.
Hongkong, 20th May, 1909. [3]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"ALDENHAM."
Captain St. John George, will be despatched as above on WEDNESDAY, 26th inst., at Noon.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.
N.B.—To ensure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 10th May, 1909. [721]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.</

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PEN- ANG, COLOMBO Port SAID and MANZANILLO	PERA 10 A.M., 22nd Capt. W. W. Cooke, R.N.E. May	Freight only.
SHANGHAI	DELHI About 27th Capt. G. W. Gordon May	Freight and Passage.
LONDON via USUAL PORTS OF CALL	OCEANA Noon, 29th Capt. T. H. Hild, R.N.E. May	See Special Advertisement.
SHANGHAI, MOJI, KOBE and YOKOHAMA	SIMLA About 4th Capt. C. D. Goldsmith, R.N.E. June	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 19th May, 1909.

CHINA NAVIGATION CO., LD. SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
AMOI and SHANGHAI	"TAMU" On 20th May, 4 P.M.	
WEIHAIWEI, CHEFOO and TIENTSIN	"KUEICHOW" On 20th May, 4 P.M.	
SHANGHAI	"CHENHUA" On 20th May, 4 P.M.	
NEWCHWANG	"KWEIYANG" On 21st May, 4 P.M.	
SHANGHAI	"CHENAN" On 23rd May, 4 P.M.	
MANILA	"TAMING" On 25th May, 3 P.M.	
SHANGHAI	"YINGCHOW" On 27th May, 4 P.M.	
MANILA	"ANHUI" On 30th May, 4 P.M.	
MANILA	"TEAN" On 1st June, 3 P.M.	

CHANGSHA On 15th June, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

EAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARE INCLUDING WINES \$40 SINGLE and \$70 RETURN.

TELEPHONE 36.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
AGENTS. 12

Hongkong, 20th May, 1909.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
"TAMU" via SWATOW	"DAIGI MARU" SUNDAY, 23rd May,	
"ANPING" via SWATOW	"SOSHU MARU" WEDNESDAY, 26th May,	
"AMOI" and "AMOI"	Capt. K. Suot at 10 A.M.	

* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with Electric Light. First-class Cabins Amidships. Unrivaled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage and further information, apply at the Company's Local Branch Office, Second Floor, No. 1, Queen's Buildings.

Hongkong, 18th May, 1909.

T. ARIMA, Manager. 13

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
KOBE	"AMARA" Thursday, 20th May, Noon.	
SHANGHAI, YOKOHAMA, KOBE & MOJI	"KUTSANG" Thursday, 20th May, Noon.	
SHANGHAI	"KWONGSANG" Friday, 21st May, 4 P.M.	
MANILA	"YUENSANG" Friday, 21st May, 4 P.M.	
SINGAPORE, PENANG & CALCUTTA	"LAISANG" Saturday, 22nd May, Noon.	
SINGAPORE & SAMARANG	"HOPSANG" Tuesday, 25th May, Noon.	
MANILA	"LOONGSANG" Friday, 23rd May, 4 P.M.	

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "ROKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 6 days in Japan. If passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Telephone No. 61.

For Freight or Passage, apply to—

JARDINE, MATHESON & Co., Ltd.,
GENERAL MANAGERS. 16

Hongkong, 20th May, 1909.

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON
THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS
PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAICHING" Capt. Pasmore	SWATOW, AMOI & FOOCHOW	FRIDAY, 21st May, at 1 P.M.
"HAIMUN" Capt. Evans	SWATOW	SUNDAY, 23rd May, at 10 A.M.
"HAIYAN" Capt. J. S. Roach	AMOI & FOOCHOW	WEDNESDAY, 26th May, at 8 A.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL
ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR
BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS. 10

Hongkong, 20th May, 1909.

NIPPON YUSEN KAISHA.

EXTRA PASSENGER SERVICE NEW STEAMERS—
EUROPEAN LINE.FOR GENOA, MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE,
COLOMBO, SUEZ AND PORT SAID.THE CO.'S NEWLY BUILT 9000 TONS PASSENGER STEAMERS WILL BE DESPATCHED
FROM HONGKONG AS FOLLOWS:

KITANO MARU	(Capt. F. F. COPE)	About Wed. 2nd June.
HIRANO MARU	(Capt. H. FRASER)	About Wed. 30th June
KAMO MARU	(Capt. F. L. SOMMER)	About Wed. 28th July.
MISHIMA MARU	(Capt. A. E. MOSES)	About Wed. 25th August.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

For further particulars apply to

NIPPON YUSEN KAISHA.

Hongkong, 8th May, 1909.

NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGA- PORE, PENANG, WAKASA MARU	Capt. S. J. G. Parsons,	6500	WEDNESDAY, 26th May, at Daylight
COLOMBO, and PORT SAID	Capt. N. Nielsen,	6500	WEDNESDAY, 9th June, at Daylight
VICTORIA, B.C. and SEATTLE, via SHANGHAI,	Capt. M. Hagino,	5590	TUESDAY, 25th May, at 4 P.M.
MOJI, KOBE, YOKOHAMA,	Capt. T. Harrison,	6000	TUESDAY, 8th June, at 4 P.M.
SYDNEY and MELBOURNE,	Capt. M. Yagi,	6000	FRIDAY, 11th June, at Noon
via MANILA, THURSDAY	Capt. N. Mathieson,	6000	FRIDAY, 9th July, at Noon
ISLAND, TOWNSVILLE	Capt. F. L. Sommer	9000	FRIDAY, 21st May, at Noon
NAGASAKI, MOJI, KOBE	Capt. W. A. Evans,	5000	FRIDAY, 21st May, at 5 P.M.
BOMBAY via SINGAPORE	Capt. A. Moser,	5000	THURSDAY, 27th May
and COLOMBO	Capt. H. Peterson	6500	FRIDAY, 28th May, at 5 P.M.
SHANGHAI, MOJI and KOBE	Capt. N. Mathieson,	6000	WEDNESDAY, 9th June, at Noon

* Calling at Keelung.
† Fitted with New System of Wireless Telegraphy.
‡ Through Passengers Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.
From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.
For Further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,
MANAGER. 15

Hongkong, 18th May, 1909.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between
Hongkong and Manila. Saloon amidships. Electric Light, Perfect
Cuisine. SURGEON and STEWARDESS carried. All the most up-to-
date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	E. Rodger	Manila	On 22nd May, 4 P.M.
RUBI	2540	R. W. Almond	Manila	On 29th May, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & Co.,
GENERAL MANAGERS. 14

Hongkong, 20th May, 1909.

HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO.

to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British
Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean,
Levantine, Black Sea and Baltic Ports,
and all North and South American Ports
Said, by the Company's "Arabian and Persian Service" to
Arabia and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:
HOMeward.

OUTWARD.	FOR ROTTERDAM, HAMBURG & ANTWERP:
S.S. BELGICA	21st May
FOR HAVRE & HAMBURG:	22nd May
S.S. SILENTIA	22nd May
FOR BREMEN, HAMBURG & ROTTERDAM:	23rd May
S.S. SUEVIA	23rd May
FOR HAVRE & HAMBURG:	17th June
S.S. SENEGAMBIA	17th June
FOR HAVRE, BREMEN & HAMBURG:	22nd June
S.S. SCANDIA	22nd June
FOR MARSEILLES, HAVRE & HAMBURG:	2nd July
S.S. SILVIA	2nd July

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong, 17th May, 1909.

Hongkong Office. 12

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE	"NIPPON"	Middle of May.
MARSEILLES, HAVRE, COPEN- HAGEN and GOTHENBURG	"CANTON"	Middle of June.

For Further Particulars apply to

MELCHERS & Co.,
AGENTS. 6

Hongkong, 8th May, 1909.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, etc.,
VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA

CRUZ (Mexico).	1909.
S.S. HONGKONG MARU	6000 tons gross. Sail June 1st, at Noon.
S.S. MANSHU MARU	5000 " " July 1st, at Noon.
S.S. AMERICA MARU	6000 " " Aug. 30th, at Noon.
S.S. HONGKONG MARU	6000 " " Oct. 26th, at Noon.
S.S. MANSHU MARU	5000 " " Dec. 10th, at Noon.

For particulars apply to

K. MATSUDA, Manager.

TOYO KISEN KAISHA, York Building,
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Hongkong, 5th May, 1909.

SOUTH MANCHURIA RAILWAY CO.

SHORTEST AND QUICKEST ROUTE BETWEEN
THE FAR EAST AND EUROPE, VIA DAIREN.

SUMMER SCHEDULE.

THREE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently
equipped sleeping, Dining and 1st class Cars, operated between Dairen and Changchun in
connection with the Trans-Siberian Express Trains and with the Dairen-Shanghai Direct
Steamer Service by the S.S. "Kobe Maru" and "Saikyo Maru" (2877 tons each)
as follows—

NORTH-BOUND.			
Leave—Shanghai (Steamer)	Thursday	Saturday or Sunday	
Arrive—Dairen (")	Sunday	Monday or Tuesday	
Leave—Dairen (")	Monday	Tuesday	
Arrive—Mukden (")	Tuesday	Wednesday	
Leave—Mukden (")	Wednesday	Thursday	
Arrive—Changchun (")	Thursday	Friday	
Leave—Changchun (Russian Train)	Friday	Saturday	
Arrive—Harbin (")	Saturday	Sunday	
Connecting at Harbin with	State Express for Moscow.	Wagon-Lite for Moscow.	State Express for St. Petersburg.

SOUTH-BOUND.

Leave—Harbin (Russian Train)	9 a.m.	Thursday	Saturday
Arrive—Changchun (")	6 p.m.	Friday	Sunday
Leave—Changchun (")	7 p.m.	Saturday	Sunday
Arrive—Mukden (")	2.10 p.m.	Sunday	Monday
Leave—Mukden (")	2.30 p.m.	Monday	Tuesday
Arrive—Dairen (")	12.30 p.m.	Tuesday	Wednesday
Leave—Dairen (Steamer)	afternoon	Wednesday	Thursday
Arrive—Shanghai (")	Friday	Thursday	Friday

* Russian Train time is 25 minutes earlier than S. M. R. time.

TICKET AGENCIES—The Company's Railway and Steamer Tickets are
obtainable at all the Agencies of the International Sleeping Car and Express Trains Co.
and Messrs. Thos. Cook & Son.

RAILWAY HOTELS—YAMATO HOTEL (Tel. Add. "YAMATO")
At Dairen (with enlarged accommodation), Port Arthur and Changchun, all under the
Company's management.

FUSHUN COAL.

FRESH STOCK ALWAYS ON HAND AT DAIREN AND NEWCHWANG DEPOTS.

SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.

Tel. Add. "MANCHURIA" Codes: A.B.C., 5th Ed., A.I. and Lieber's. [137-722]

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CHIEF OFFICE—LUDGATE CIRCUS, LONDON, E.C.
TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-
SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
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FOREIGN MONIES exchanged.

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16, DES VŒUX ROAD,
HONGKONG.

Japan Office:
14, WATER STREET,
YOKOHAMA.

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Gutler, Palmer & Co.'s

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK."
A.I., A.B.C., and Engineering Code Used
NEW DOCK NOW OPEN.
DOCK No. 3.

Extreme Length 722 feet
Length on Blocks 513 "

Width of Entrance on Top 513 "

Width of Entrance on Bottom 384 "

Water on Blocks at Spring Tide 34 "

DOCK No. 1.

Extreme Length 523 feet
Length on Blocks 513 "

Width of Entrance on Top 88 "

Width of Entrance on Bottom 77 "

Water on Blocks at Spring Tide 64 "

DOCK No. 2.

Extreme Length 371 feet
Length on Blocks 350 "

Width of Entrance on Top 66 "

Width of Entrance on Bottom 55 "

Water on Blocks at Spring Tide 22 "

PATENT SHEET.

Suitable for vessels up to 1,000.
THE WORKS are well equipped with
LATEST PLANTS and APPLI-
ANCES to undertake BUILDING or
REPAIRING SHIPS, ENGINES, and
BOILERS; and also ELECTRICAL
WORK.

A LARGE STOCK of MATERIALS is
always kept on hand.
The COMPANY has the powerful steamer
"OURA-MARU" (712 tons, 700 I.H.P.)
specially built for SALVAGE PURPOSES
equipped with necessary gear, always ready
Short Notice. [908]

THE
DIRECTOR AND CHRONICLE
FOR 1909

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Gutler, Palmer & Co.'s

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AGENTS.
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HONGKONG.

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